

GRYPHUS

BY
EXILE



**YOU MUST FULLY READ AND UNDERSTAND THIS
MANUAL BEFORE USING THIS EQUIPMENT**

USER MANUAL

VERSION 2.0-JUNE 2023

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ABOUT THIS MANUAL

THIS MANUAL DOES NOT PROVIDE INSTRUCTIONAL INFORMATION, AND IS NOT A SUBSTITUTE FOR PROFESSIONAL TRAINING, INSTRUCTION, OR EXPERIENCE.

PROPER TRAINING, CAREFUL JUDGMENT, PROFICIENCY, AND AWARENESS TO EVER-CHANGING CONDITIONS, INCLUDING WEATHER, VISIBILITY, SURFACE CONDITIONS, ATMOSPHERIC CONDITIONS, OBSTACLES, AND MORE, ARE REQUIRED TO LOWER THE RISK OF SERIOUS INJURY OR DEATH.

NEVER USE THIS EQUIPMENT UNLESS YOU HAVE:

- A. READ THIS OWNERS MANUAL AND FULLY UNDERSTAND IT.
AND
- B. COMPLETED A MINIMUM OF 250 SKYDIVES
AND
- C. COMPLETED A "CONTROLLED PROGRAM OF INSTRUCTION" IN THE USE OF THIS SPECIFIC PARACHUTE ASSEMBLY.
AND
- D. RECEIVED PROFESSIONAL TRAINING AND INSTRUCTION SPECIFICALLY FOR BASE JUMPING.
AND
- E. INSPECTED THIS PARACHUTE AND ALL OF ITS COMPONENTS BEFORE EACH AND EVERY USE.

WARNING!

THIS EQUIPMENT HAS NO WARRANTIES OR CERTIFICATION.

PARACHUTES SOMETIMES MALFUNCTION OR FAIL EVEN WHEN CORRECTLY ASSEMBLED, PACKED, AND PROPERLY OPERATED.

!!! YOU RISK DEATH OR SERIOUS INJURY EACH TIME YOU USE THIS PARACHUTE SYSTEM !!!

ABOUT THIS MANUAL

continued

The information within this manual may be updated, revised, or changed by Exile Inc. without notice, at any time. Contact Exile Inc. to ensure you have a current version of this manual. Because you are required to fully read and understand all of the information in this manual before using this equipment, we encourage you to reach out to Exile Inc. in writing with any questions or concerns. Do not use this equipment until you are certain that you fully understand the most current information about this equipment.

It is mandatory that you have received professional training and instruction specifically for this 7-cell parachute system before doing anything with your Exile equipment. This training must include the deployment, flight, landing, packing, assembly, and maintenance of this parachute system. This manual is in no way a substitute for professional training and instruction. This manual is merely a general guide.

Parachuting and BASE Jumping, are extremely dangerous activities. **You can be injured or killed while BASE jumping, even when your equipment is used properly.** Because of the unavoidable danger associated with the use of parachute equipment, the manufacturer makes no warranty, either express or implied. This parachute is sold with all faults, as is, and with no guarantee or warranty of fitness for any purpose. Exile Incorporated, its members, owners, associates, suppliers and dealers, disclaim any and all liability in tort for damages, including personal injuries, of any kind, caused by negligence on the part of Exile Inc. or otherwise. Exile Inc. also disclaims any liability in tort for damages resulting from malfunctions or from defect in design, material, workmanship, or manufacturing whether caused by negligence on part of the manufacturer or otherwise.

By using this parachute system or allowing it to be used by others, the user waives any liability of the manufacturer for personal injuries or other damages resulting from its use. If the buyer declines to waive liability on the part of the manufacturer, the buyer may obtain a full refund of the purchase price by returning the equipment and all parts, before it is used, to Exile Inc. within 14 days from date of delivery with a letter stating why the equipment was returned. By keeping or using any equipment you are accepting full responsibility and agree not to take legal action or make claims against Exile Inc., its directors, owners, shareholders, officers, employees, designers, or suppliers.

No parachute system, including this one, performs perfectly in every situation regardless of how you use it, configure it, or fly it. It is critical that you fully understand each aspect of this parachute system. You must configure it correctly for each and every jump. The slider, packing method, pilot chute selection, and jumper technique **MUST** be adjusted for every scenario on every jump. Mis-configuring or misusing this parachute system can lead to equipment failure, injury, or death.

Do not exceed equipment limitations:

MAXIMUM DEPLOYMENT SPEED WITHOUT REEFING: 69 KNOTS

MAXIMUM DEPLOYMENT SPEED WITH REEFING: 120 KNOTS

MAXIMUM EXIT WEIGHT (JUMPER + ALL EQUIPMENT): 220 LBS

It is YOUR responsibility to learn to use this equipment properly and responsibly!

Again, even when properly used, this product may malfunction or fail to operate as expected. You risk death or serious injury each time that you use this parachute system. As a BASE jumper you are responsible for your own life, death, and safety. BASE

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ABOUT GRYPHUS

Our goal in developing the Gryphus was to create the best all-around BASE specific canopy on the market. The Gryphus is the result of over 4 years of intensive Research & Development and real-world BASE testing. We have tested the Gryphus in the most extreme environments throughout the world. We are very excited with the final result.

Our highly refined canopy is optimized for excellent glide, heading performance, rapid inflation, and superior slow-flight characteristics. The Gryphus, with its semi-docile demeanor and responsive flight controls, is suitable for qualified beginners but also advanced jumpers.

The Gryphus excels in both slider up and slider down BASE jumping. From low slider off exits, to alpine wingsuit jumps, the Gryphus dominates all disciplines of BASE. We believe BASE canopies should be reliable, predictable, and intuitive to fly, that's why we created the Gryphus.

SLIDER

Exile offers small mesh and slow sliders.

Be sure to properly educate yourself on which slider is best suited for the type of jump you intend on doing.

We recommend using a slow slider for terminal jumps, although it is the responsibility of the jumper to choose the proper slider based on several other factors such as wingsuit/tracking suit type, body configuration, suspension line type, pilot chute size etc.

Although the Gryphus comes standard with Dacron lines, certain jumpers may request Spectra lines for slider-up only jumps. **A slider must always be used with Spectra lines**

Because each jump involves a large number of variables, it is beyond the scope of this manual to set specific guidelines for sliders. You are responsible to take a conservative approach to your parachute configuration based on all variables.

Anytime the lines are disconnected and reconnected, be sure to do a line continuity check under the supervision of a licensed FAA Master Rigger.

Only use Exile sliders on your Gryphus, as they are specifically designed and sized for this canopy.

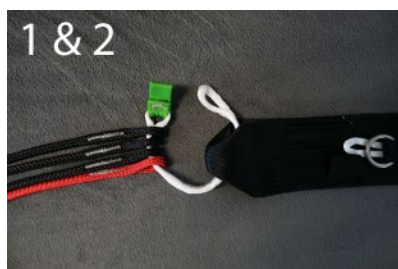
Please email Info@exilebase.com with any questions on slider configuration.

SOFT LINKS

Connecting suspension lines should be supervised by a licensed FAA Parachute Rigger.

Installation review:

1. Pass the loop end of the soft link through the suspension line loops.
2. Pass the soft link through the riser loop.
3. Carefully pass the loop end of the soft link through each suspension line for a second time.
4. Pass the soft link through the riser for a second time.
5. Pass the loop end of the soft link through the loop beneath the colored tab.
6. Pass the colored tab through the loop end of the soft link and slide the loop below the tab.
7. Tighten the loop BELOW the colored tab.
8. Rotate the soft link so that the colored tab is seated inside the riser loop
9. Double check that the soft link passes through all suspension lines and the riser loop TWICE and that the soft link end loop is properly seated under the colored tab.
10. **Once all of the soft links are installed, do a continuity check on all lines.**



TOGGLE SETTING

Because each user's arm length and personal preference vary, the toggle position must be adjusted to a custom length. This adjustment is not difficult or time consuming and is worth the effort.

This is a very important step to ensure that you get the most control and flare power out of your Gryphus.

These adjustments should be done in the skydiving environment.

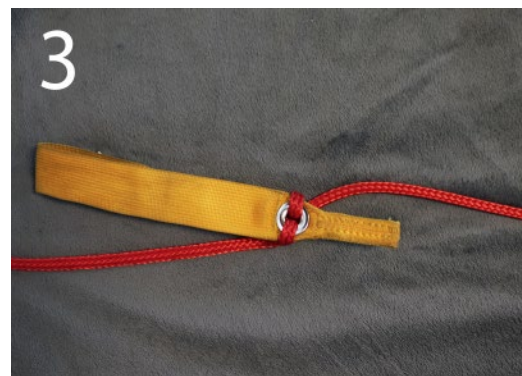
The correct toggle setting should allow you to easily achieve a stall without needing to extend your arms fully. We recommend a setting that induces a stall at roughly 85% arm extension. Many experienced jumpers prefer their toggle setting to be even shorter, as it allows for faster canopy response and a more precise toggle feel, but the stall also occurs quicker with less of a warning, thus you must be cautious. Again, you should find your perfect toggle setting in the skydiving environment. You will learn the canopy's characteristics and improve your skills exponentially with a few skydives, more so than you could with many BASE jumps. We do all our skydives on the Gryphus, as this allows us to be highly proficient operating our canopy. Be sure to properly slow down the openings when skydiving your Gryphus.

If your toggle setting is too far down the control line you will have sluggish canopy response, weak flares, and the overall performance suffers. In contrast, a toggle setting that is too far up the control line will cause the canopy to stall quicker and less predictably.

We have marked the control lines as a conservative starting point for you to start the fine tuning process. You will likely need to slowly work your way up the control line to find the best setting for you. You can start by marking 1 inch above the original knot, retying the overhand knot, reattaching the toggle, and testing the changes. Repeat this until you find the perfect setting.

Adjusting The Toggle Setting:

Start by making a simple overhand knot at the mark provided. (1) Pull the line through the toggle grommet as pictured below. (2) Extend the loop over the rear of the toggle. (3) Pull line tight and ensure it is properly seated/does not move.



CONSIDERATIONS

Skydive the Gryphus BEFORE you BASE jump it!

Primary Stow:

Be sure to double wrap the primary stow with a large rubber band. The lack of a primary stow or using only one wrap of the rubber band may increase the probability of a tension knot.

Tail Gate:

There is a cats eye on the inner C line for a tailgate. Do two wraps of a small rubber band (cut to half width) to close the tailgate.

Line Stow:

Line tension and neatness is critical to this process. After the primary stow is complete, begin with a large figure 8 shape at the top of the tail pocket. Cascade each line group from large to small. For example, the first figure 8 will be the largest, and the last will be the smallest. While closing the Velcro be careful not to pinch any lines in between the Velcro.

P.A.V.E CHECKLIST:

Any professional pilot has been trained to follow the PAVE checklist. This list will help the pilot (you) identify risks and make wise decisions, which will hopefully mitigate some risk in this unforgiving sport. P.A.V.E is an acronym: Pilot, Aircraft, enVironment, External Pressures.

We believe this is an important strategy to give us the best chance of survival, which is why we have included it within this manual. Please take it seriously!!! The user should analyze the following acronym before every jump:

Pilot (the user)

1. Is this jump well within your skill level while leaving you with plenty of margin for error and/or malfunction?
2. Currency: When was your last jump? Just because you did this exit before doesn't make it safe to do after a winter off...
3. Physical condition: Well rested? Hungover? Fatigued? You want to be at your mental and physical apex in this sport.

Aircraft (the Gryphus)

1. Airworthiness: Carefully inspect each component of the entire system: lines, soft links, attachment points, bridle, fabric, stitching, etc.
2. Experience with Type: Do you have ample experience with this specific parachute? Just because you are a badass swooper, doesn't mean you know the characteristics of this particular canopy.

EnVironment

1. Condition: Wind speed & direction at exit altitude, opening altitude and at the landing. How is the surrounding terrain manipulating the wind? Is the exit wet or slippery?
2. Landing Area: Where are your plan B and C landing areas?
3. Emergency Procedures: What will you do in the event of a malfunction such as line twist, severe off heading, tension knot, etc.

External pressures

1. Are you feeling stressed or anxious?
2. Are you pressured to impress your friends or to get the next sickest viral video?
3. Do you feel like you have to jump because of all the hard work it took to get to the exit?
4. Are you being honest with yourself about your abilities and limitations? Just because your buddy threw a triple gainer, doesn't mean you should try.

CARE & MAINTENANCE

When properly cared for, your Gryphus will provide many years of use.

1. Avoid exposure to moisture and water landings. If you do get your canopy wet, dry it in a well ventilated area without exposure to direct sunlight. A room with a fan and dehumidifier will dry a canopy extremely fast without damaging it. If exposed to salt water, rinse thoroughly with fresh water (perhaps in a bath tub) and dry fully before packing.
2. Avoid UV Exposure: You should avoid leaving your Gryphus in direct sunlight for any extended period of time.
3. Avoid Excessive Heat: Do not store your gear in a hot car or near heat sources such as a fireplace. Avoid open flames.
4. Long Term Storage: Store in a dark, cool, dry, well-ventilated area away from animals, chemicals, and heat sources.

MAINTENANCE:

1. Always thoroughly inspect the canopy and each of its components before each and every use. Your Gryphus must be thoroughly inspected by a licensed FAA rigger annually or every 200 jumps (whichever comes first) or whenever exposed to potentially harmful conditions. Pay close attention to critical areas such as the soft links, bridle attachment point, lines, etc. Check for burs on the inside of the slider grommets.
2. Tail pocket Velcro will eventually degrade and lose holding strength. Be sure to have a Rigger replace the tail pocket Velcro when there are signs of degradation.
3. Replacing Lines: Usually after several hundred jumps the suspension lines will need to be replaced. Worn lines cause the canopy's trim to fall out of spec. When this happens the canopy will not perform as intended. A line kit is available for purchase and may be installed by a licensed FAA Master Rigger. Control lines may need to be replaced before the other lines. Replace soft links at any sign of wear and/or when replacing the line set.
4. Any major repairs should be done by a licensed FAA Master Rigger. When in doubt about airworthiness, do not jump the canopy!

Contact Us

**Please do not hesitate to contact us with any questions you have about our products or anything
BASE!**

Email us: info@exilebase.com

406-519-8462

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WELCOME TO EXILE!

GRYPHUS